

THE NATIONAL

Falcon NEWS

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

FEBRUARY 2022



ON THE COVER

The 1967 Falcon on this month's cover is owned by Bob Farr (FCA #17765) of Hallsville, Missouri. While searching for a different Falcon, Bob found this car in a barn in Nebraska. After a fine-tuned restoration, it is back on the road and it's a terrific looking automobile. You can find the story entitled "My '67 True Barn Find" on page 4.

EDITOR NOTE: Please send us your photos and stories so **your** Falcon can be featured in our magazine.

To access the online magazine, technical articles, and membership directory, use password FCA1979!

COMING APRIL 2022 NEXT QUARTERLY PRINT EDITION AND FALCON CLUB OF AMERICA MEMBERSHIP DIRECTORY

IMPORTANT MEMBERSHIP INFORMATION

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THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members.

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Jim Guthrie
FCA President

Here we go with a new year and a new opportunity to grow this club. Indeed it is not too soon to think about those upcoming car shows, swap meets, cruise nights, coffees and cars, and other opportunities to meet fellow Falcon enthusiasts and extend an invitation to join our club. Your Board of Directors is exploring ways to reach out to potential new members through our new website and other internet sites. Until then, we still have and will continue to have face to face contact with many prospects. Make outreach a part of your Falcon related activities. If you have ideas you would like to share, let me know.

I hope you have received your January Magazine and calendar. We are fortunate to have such a talented editor and these publications continue to show how truly creative she is. Thank you, Janet Wilkerson. A reminder that the new Membership Directory goes to press in mid-March. If you need to update your contact information please do so as soon as possible.

We are still looking for a Pacific Region Director. If you have an interest, I'd like to hear from you.

Planning is well underway for the 2022 National Meet in Kingsport, Tennessee and work has begun on finding a site for 2023. If your chapter is interested in hosting a national meet, please contact Steve Springer. Steve and his team would be more than happy to discuss it with you.

Don't miss the South Central Regional, April 1 and 2 in Biloxi, Mississippi, hosted by the Gulf States Chapter. And then the All Falcon Texas Picnic is on April 24, in Georgetown, Texas.

As always, stay safe and healthy and take a youngster along for the ride.

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MY '67 TRUE BARN FIND

BY BOB FARR



As a teenager in the mid-70s, I had two Ford Falcons—a 1964 blue Futura and a 1966 red two-door coupe. Unfortunately, both were wrecked beyond repair. My favorite of the two has always been the red two-door coupe. I had spent years causally searching for one to buy and dreamed of restoring it to its 1970s glory. Over the years I've had a number of 1960's vintage Mustangs, but I could never come up with a 1966 Falcon. Finally in 2020 I asked my friend George Stalling to aid in my search. In October of 2020, George found a Craigslist ad in Nebraska for a 1967 Falcon. The body looked to be in pretty good shape with rust in the front floor pans and some frame spots, but very complete with good bones. The interesting thing was that it had a 351 Cleveland engine in it, which we found unusual because we had never seen a 351 in that body style before. Within a few days and talking with the owner, I had tentatively bought the Falcon. The plan was to take a trailer up to Nebraska, look at the Falcon and then make a final decision. I was hoping George would agree to go with me. He did, and on October 19, 2020, we headed to Nebraska and came home with a new to me, old 1967 Falcon.

The history of the car we were given was that an older gentleman had started building the Falcon to be a drag racer or a quarter mile circle track racer. There seemed to be some confusion on the dedicated purpose. He had started building the car back in the 1970s in Alabama. He worked on it occasionally, then moved to Nebraska where the car was stored in a barn until 2018. The current owner found it and purchased it in hopes of completing the restoration and racing the car. So this car was truly a "barn find." The current owner gave up on restoring it two years later deciding he was more of a Chevy guy than Ford, so he posted it on Craigslist. It did come with a handwritten build sheet for the 351 Cleveland and the transmission which later became very important pieces of paper. When I purchased the car, it ran poorly, but long enough to get it on the trailer and into George's garage in Kansas City, Missouri.

George Stalling has been a good friend for years. He has restored vehicles since he was 16 years old, both as a hobby and for a ten-year-period as a business. During the last 50ish years he has restored over 150 cars and trucks ranging in age from a 1929 Model A For Town Car to a 1997 Corvette. My goal for George was not to fully disassemble my new found treasure, just create a good daily driving car that LOOKED GOOD, WENT FAST, WAS LOUD, WAS RED AND DIDN'T COST ME A FORTUNE. That was a solid plan, but we all know how plans sometimes change.

After a tear-down to see the extent of the rust damage, George started repairing the rusted areas. And did not pay much attention to the mechanicals until all the work was done. We decided to change the interior from white to black, which required more tear-down and painting work. A new front seat was sourced from LMC Truck Parts in Lenexa, Kansas and a custom frame was made to install it. The back seat was re-upholstered to match by a local shop near Kansas City. Parts were sourced from across the United States wherever George could find them. What we didn't realize was how few parts were available for the 1966 and 1967 model years. Those two years were peculiar to themselves, with almost no parts matching from the 1960 to 1965 years or the years after 1967. Many of the parts were unobtainable.

The engine was perhaps the most challenging of all. The engine was built with all premium parts and had been balanced and blueprinted. After a basic tuneup and several carburetor changes to see where the engine was happy, it was obvious it was putting out some really good horsepower. Eventually, George had a custom distributor built by Performance Distributors, custom headers built by Ford Powertrain, an exhaust system installed by a local shop, and a custom radiator



Original interior



New interior

and fans made by Griffin Radiator. No other changes were made to the engine. The transmission data sheet shows it was a built-up C4 with a reverse manual body, Kevlar bands and quality internals.

For the final phase of the restoration, George stripped all external body fittings and prepared the body for paint work to be done locally. The re-upholstered back seat as well as a new headliner was installed by a local shop. The front and rear bumpers were re-chromed by Highline Plating in Cuba, Missouri. The final tuning was done by a local shop, Knights Performance. A dyno test showed 409 horsepower at the flywheel and 320 horsepower to the rear wheels. All other work was done in-house.

The project took almost nine months to complete. I trailered the car back home to Columbia, Missouri in July of 2020 and added it to my garage along side a restored 1951 Ford pickup. Soon after I discovered the Falcon Club and joined in March of 2021.

My wife and I have been in a couple of parades and car shows and the car gets a lot of interest, especially the 351 Cleveland engine. We have found that people lose all



Original engine



New custom engine

fear of approaching strangers when an old classic car is involved—whether it's our 1967 Ford Falcon or our 1951 Ford pickup. Questions and comments range from, "What is it?" to "What year is it?" or "My dad used to have one of those!" or "Can I take a picture!" My long-term goal is to continue to add to my collection with a 1964–65 Falcon convertible and a Ford Ranchero or Thunderbird. The Falcon still needs a little work to fully complete the restoration to a daily driver, but I am confident we will be ready for the FCA National Meet in Tennessee this summer.

—Bob Farr (FCA #17765)
Hallsville, Missouri



Trailing the Falcon home to Columbia, Missouri after its restoration

FALCONS AND MORE

LB SMITH CLASSIC FORD MEET
LEMOYNE, PENNSYLVANIA
OCTOBER 16, 2021

Rain was forecast all day and it cloudy until around 1:00 when it rained for about 15 minutes. However, that did not deter the brave drivers of 47 show vehicles. There were five Keystone Chapter members in attendance with their Falcons. We've found some photos of the cars, the people, and some highlights of the event for your viewing pleasure. Photo credits to those who shared their photos on fordfalcon.org.







TIPS FROM PAUL

Vacuum hose leaks. As we all have found out, the vacuum hoses in our Falcons (and other cars) eventually dry out. This make them become brittle which will cause them to split and leak. Usually this happens to the ends (or unions) where they have been forced onto metal tubing...end result is a vacuum or fluid leak (like windshield washer solvent). To stop the leak, we cut off the end of the rubber tubing and push it back over the slightly larger size metal tubing...knowing full well it will just be a very short time until it splits again (sometimes it keeps splitting as we try to push it over the metal tubing because it has become too dry to be stretched). Eventually, the tubing becomes too short from having the split ends cut off so many times. Then we get to go through the expense and fun (?) of replacing the entire length of tubing when only the end is bad. On some cars, this an be miserable because the tubing goes through the firewall, inside a wire loom, behind the heater, under the dash, etc.

A solution I came up with is to use "electrical heat shrink tubing," I slip the rubber hose off the metal tubing and cut a piece of heat shrink tubing that has a larger diameter than the vacuum tubing an cut a piece about 3/4" long. Slip it over the rubber tubing. Reinstall the rubber tubing onto the metal tube. Position the heat shrink tubing so it extends over onto the metal tubing about 1/8". This leaves about 5/8" of it on the rubber tubing. Heat the entire 3/4" length with a match until it shrinks tightly around both the rubber and the metal. This reinforces the rubber tubing and also seals the joint between the rubber and metal.

Sometimes the length of the tubing is borderline and will be too short when the split is cut away. These can usually be repaired using the same line of thinking. Only this time I use the hat shrink tubing to seal the split (rather than cut away the split portion). Remove the vacuum tubing but do not cut away the split portion. Cut a length of heat shrink tubing about 5/16" to 1/2" longer than the split is. Slip this over the split and onto the rubber tubing. Reinstall the vacuum tubing onto the metal tubing. Then proceed as outlined earlier and heat shrink it with a match. The heat shrink both seals the split and reinforces the old tubing.

When I replace old tubing with new tubing, I automatically use heat shrink tubing at every union to reinforce the new tubing and reduce future splits and replacements.

—Article submitted by Judy Scott. Paul Garrigan passed away in December 2013. He owned a 1966 Black Ranchero. This technical article is reprinted from the *May-June 1991 Falcon Transmission*.

TOUR THIS COLLECTION OF VINTAGE FORDS

Ford cars are some of the nation's most collectible vehicles, as they exhibit the ultimate of style and performance at a time when those were the primary focus of automakers around the world. These iconic cars continue to amaze automotive enthusiasts everywhere. The Ford brand is synonymous with American innovation and design.

There is a collection that can be viewed on YouTube that shows a sizable amount of classic Fords—from 1930s Fords, the pinnacle of vintage vehicle performance as they popularized the use of the Ford V8 and many other futuristic features for the time. to a variety of Shelby cars and Mustangs.



One incredible selection is a row of 1967–69 Mustang fastbacks, which boast some power under their hoods, like the 428 ci Cobra-Jeb V8. However, these cars are far more than a simple collection. This institution is at the forefront of restoration innovation as each vehicle is carefully restored to its former glory through a lengthy process that gives its utmost attention to detail.

Click on this link to see the video where you can tour the collection: [vintagefords](https://www.youtube.com/watch?v=vintagefords)

–Eddie Chitwood (FCA #12736)
Warrensburg, Missouri

REPLACING THE GAS TANK ON MY 1961 RANCHERO

I've had my 1961 Ranchero for about six years now. While the gas gauge works, I've never trusted it and always tried to fill up at about half on the gauge. That always took between six and seven gallons at the pump. A couple of months ago, we were headed home from a Mid America Falcon Club meeting and I neglected to fill up before we left the city. We used some rural roads that did not have any gas stations, and the gauge got down to the empty mark. Within sight of our house, the car ran out of gas and died. I walked to the house and got a gas can and put two gallons in it. At the pump, the car took seven gallons. With the two that I'd put in at home, that made nine in what should have been a 14-gallon tank. I thought that odd and decided to check into it. I ran it down to empty two more times, and both times it only took nine gallons. My thinking then was that someone probably installed an incorrect fuel sending unit, since the Ranchero unit is different from the sedans. I sourced and ordered one from eBay. When I went to change it out, the area where the sending unit mounts on my old tank was covered with dirt and rust. Plus, I noticed that instead of the proper hangers, my old tank was wired in with either baling wire or coat hangers. I decided to replace the tank and hangers as well as the sending unit.



Installing the new gas tank was simple, and installing the fuel sending unit was much easier with the tank out on the ground. Additionally, since my frame was rusted, I worried about grounding for the fuel sending unit. So I installed a short length of wire from the new tank to the frame, being sure to drill the hole in the tank lip outside of the weld lines.

Once I had the old tank out, I wanted to check my theory about the incorrect fuel sending unit. When I removed it from my old tank, I found that it was the correct one, but the indexing tabs had been bent before

installation. This allowed the fuel sending unit to twist during tightening of the lock ring, and it was laying almost sideways in the tank. Thus, preventing me from getting to five gallons of gasoline.

But, my story isn't over. Once I had it all back together and off the lift, the car fired right up. I backed it out of the garage and it promptly died and refused to start. There was no gas getting to the carburetor. I did several things to troubleshoot with no success. So, we pushed it back into the garage and back up on the lift. I then disconnected the fuel line to the sending unit and tried to blow into the unit and into the tank. I say tried, because no air would flow through it. I then removed the fuel sending unit and tried to blow through it off the car and nothing. What I discovered was that the plastic filter screen on the end of the pickup tube, was forced all the way onto the pickup tube and was blocking flow. I pulled it back about a half-inch and flow returned. I then got to reinstall the fuel sending unit with the gas tank already installed. That's how I know that it's easier to do with the tank out in the floor!

Not that this would ever happen to anyone else, and I'm used to weird things happening to me, but I thought I'd share this story just in case. My lesson learned is that I will always try to blow through a new fuel sending unit before I install it!

—Eddie Chitwood (FCA #12736)
Warrensburg, Missouri



From left to right: I've replaced the old with a new pickup bent tab, pickup filter, and ground wire.



FUN, FRIENDS, FAMILY AND FALCONS



The Falcon Club of America
is pleased to announce:

The 2022 National Meet will be held at the
MeadowView Conference
Resort & Convention Center
1901 Meadowview Parkway
Kingsport, Tennessee

July 14-16, 2022

Hosted by the Falcon Club of America

The MeadowView Conference Resort Convention Center is a pet-friendly, scenic haven in Kingsport that is woven into the Tennessee Mountains. Enjoy a coveted location in Kingsport, a short drive from Bristol Motor Speedway, East Tennessee State University, and Domtar Park. We hope you can find your inspiration amid a stunning mountain location at this beautiful hotel in Kingsport, Tennessee.

The room rate is \$123 single or double, plus tax (currently 16.50% per room per night, but subject to change by applicable state and local taxes in effect at the time of the Meet).

The rate includes a complimentary full American breakfast for up to two guests per room. There is also complimentary wireless internet access in all guest rooms.

Reservations may be made by calling the Marriott at 800.228.9290 or at www.marriott.com, MeadowView Conference Resort & Convention Center.

When calling, mention "The Falcon Club 2022". Cut off date for these room rates is 5:00pm EST on Tuesday, June 21. All rooms must be reserved with a first night deposit or a major credit card.

Guest rooms may be cancelled with a full refund if cancelled before 11:59pm EST until 48 hours prior to arrival.

We look forward to seeing you there!



Cleverest innovation in wagon history—

The Magic Doorgate

BY HENRY GENTRY

FORD TIMES, DECEMBER 1965



Ford's new Magic Doorgate, available on 1966 station wagons, is another Ford first. Some clever engineering was required to make the doorgate open as a door.

One of the cleverest automotive innovations ever designed is the Magic Doorgate that is standard on the Big Ford and Fairlane station wagons and optional on the Falcon station wagon models. This is the rear-end closure that not only opens as a tailgate in the conventional manner, but can be opened as a door from right to left.

Other makes of wagons have, of course, long had the regular tailgate, and at least one has had a solid door in the rear instead of a tailgate, but Ford is the first to have a single closure that can open in both of these planes. There has been a refrigerator door that could be opened from either side, but this again was a device operating in a single plane.

At first glance the Magic Doorgate would seem to take a place alongside the zipper, or the flexible power shaft, or other such mechanical contrivances that work amazingly well, but whose operating principle is baffling to the layman. However, the Magic Doorgate is much simpler than its operation would suggest.



Falcon wagon with doorgate in a closed position.

It came to be because Ford product planners wanted a rear wagon closure that would provide a maximum of convenience for the owners. The value of the tailgate as a picnic table and as a platform for extra-length loads was realized, and so the closure would have to include this feature.

But the conventional tailgate also has its drawbacks. When short cargo is loaded and unloaded it is necessary to lean across it in an awkward maneuver. If it is decided to load through the window area with the gate latched up, there is always the problem of getting your clothes dusty.



The Magic Doorgate also opens conventional tailgate.

Also, if the wagon includes a third seat option, passengers have to walk across the tailgate to enter or leave. To overcome these tailgate shortcomings, the closure would have to be designed to open as a door as well.

From idea to working model

The planners gave these requirements to Ford engineers who shortly came up with a wooden working model which, unfortunately for this story, had none of the drama of Thomas Edison working many late nights to find the correct filament for his incandescent bulb. The engineers simply took the requirements and produced a design that filled them. The wooden design was translated to metal, refinements were made, and this extremely convenient feature is now part of the '66 Ford Motor Company wagons. It comes as standard equipment on all Fords and Fairlanes, and may be ordered as an option on Falcon wagons.

The design is this: In the lower left corner of the doorgate is a, double swivel hinge which is always connected, whether being used for tailgate or door operation.

In the upper left corner is a combination hinge and latch that is designed both to let down and to turn, and there is another one in the lower right corner for the same reason. In the upper right corner is a Ford Bear-Hug Safety Door Latch which functions strictly as a latch , inasmuch as there is no need for it to turn.

Whether the Magic Doorgate is to be opened as a tailgate or as a door, the window glass must be completely lowered into its cavity. Otherwise neither system will work. This is true with either the standard manually-operated window or with the electric window which is an optional feature.

A finger-tip latch release in the inside upper center of the gate drops it, and an outside handle at the upper right hand side of the gate swings it. When either control is used, inner linkages lock out the other.

There were unique problems

One of the problems the doorgate posed was the fact that its long rectangular shape made it necessary for it to hang on a short hinge spread when being used as a door. This can be better visualized by holding a garden rake at arm's length by the handle tip. You can feel quite a strain on your wrist hinges.

There were two ways in which this problem was solved. The first, and most obvious, was to beef up the metal in the hinges. The second was concerned with the fact that the rear of a wagon has a forward slant, and if the hinges were placed at the upper and lower junctures, common geometry would dictate that the door would



The innovative Magic Doorgate swings open as a door or lowers as a tailgate. As a door it solves the problem of loading heavy cargo; as a tailgate it can be used as a picnic table or platform for extra-length loads.



swing open up in the air like a seagull with one wing. This would have caused additional hinging problems from the standpoints of gravity and unwanted leverage, to say nothing of a startling appearance.

To overcome this, the upper hinge was extended outboard (to the rear) so as to be in a vertical plane with the lower hinge. This did it. Even though it is slanted, the gate swings easily, and there is a recess for its hinged end to slip into, to provide maximum access width.

The station wagon tailgate has always been a very heavy item, but this doorgate with its improvements has added considerable weight. This feature, including electric window hoist, on the Big Ford wagon weighs 140 pounds. It would be quite a chore to operate it if it weren't for the torsion bar added to the inner workings.

When you lower the doorgate your effort plus the weight of the gate winds up the torsion bar. When you lift it, the unwinding of the bar takes care of 118 pounds, leaving you with a lift of only 22 pounds.

—Originally printed in *Ford Times*, December 1965

A LITTLE DRIVING HUMOR

Thank you Carolyn Beason
(FCA #774) for a good chuckle
this month.



Just a reminder that, while you may want to put some of these on your 2022 Christmas Wish List, this article was published in 1965 and these items are only available most likely in a vintage or antique store. Some are actually pretty good ideas and others were precursors to future products that we use regularly today. It is strictly meant for your reading enjoyment.

1965

Christmas Gift List

...for the outdoorsman, the car buff, the traveler

Ford Times, December 1965

The annual riddle of what to buy for Christmas presents can be greatly simplified if you choose gifts that fit on, or are closely related to, an automobile. Such a gift will be usable practically all the year around, and will thus provide the maximum of pleasure "mileage." On these pages are various Christmas present suggestions, including some of the newest genuine Ford accessories.

A new idea in safety headgear is the Buco' Helmet Hat, styled in the manner of sportswear, but incorporating many of the protective features of racing helmets. The Buco trademark is well known in racing circles, and the manufacturer has made intensive research in the area of head protection. It was decided to extend the benefits of this research to make everyday driving more safe. More information on the helmet hats may be obtained from the manufacturer; Joseph Buegeleisen Company, 21220 West Eight Mile Road, Southfield, Michigan 48076.

A dozen fried eggs at a time—plus several strips of bacon—is an easy job for the Jumbo steel skillet, an outsize utensil measuring 20½ inches in diameter and 3½ inches in depth. Two smaller companion skillets are also available: the Medium, good for fish fries with a diameter of 14 inches and depth of three inches; and the Utility of 10-inch diameter and 2½ inch depth. Available from Greenfield Products, Inc., P.O. Box 99, 827 North 4th Street, Greenfield, Ohio 45123.



Helmet-hats in a variety of styles are offered under the Buco trademark.



Jumbo economy-sized steel skillet

The sailing family will welcome the Catfish, a catamaran-type fiberglass-hulled sailboat that hoists 105 square feet of Dacron sail. Its length is 13 feet two inches; beam, 72 inches; mast height, 22 feet; hull weight is 160 pounds. Its crew capacity is 600 pounds. A car trailer is also available. Other features are cockpit-controlled aluminum flip-up rudders, and pivoting fiberglass center boards for easy beaching. The Catfish is made by Alcort, Inc., Box 1345, Waterbury, Connecticut.

Among many products inspired by the Mustang are the new Renault Mustang Spectaculars, total wrap-around, ear-to-ear sunglasses with optically perfect lenses. The Mustang Spectaculars are available in colors coordinated with the Mustang car colors; including their aluminum frames. These glasses are



Mustang Spectaculars shade the eyes

scratch-resistant, fog-resistant, glareproof, and shatter-proof, in addition to providing wide visibility. For more information, write: Annette Greene Associates, 101 Park Avenue, New York 17, New York.

A car seat for the lollipop set which has a safety belt and shoulder harness meeting safety standards of the U. S. Department of Commerce and the Society of Automotive Engineers is now available from your local Ford dealer. Called the Rotunda Astro-Guard, the bucket-style seat is anchored firmly to the car floor by seat belt and

shoulder harness made of the rugged webbing used in standard belts. It is designed for children of weight up to 50 pounds. Ask your Ford dealer for part number C6AZ 19E535-A.

A low-cost accessory which is one of the most useful for your car is a pair of fender turn indicator lights. Mounted at the front end of each front fender, these lights give highly visible left and right flashes in coordination with your turn signal system.



Rotunda Astra-Guard for the baby



The Catfish, a catamaran-type fiberglass-hulled sailboat.

With these installed, there is no reason for driving along with a turn indicator unwittingly blinking—these lights are bound to attract the driver's attention by day or night. Your Ford dealer can tell you more about these—ask for part number CSAZ 13A310-A for all Ford lines.

Your Ford-Division-built car for 1966 has a left hand side-mounted rear view mirror as standard equipment. You can greatly increase your rear vision with a companion right hand rear view mirror with identical styling. With this accessory installed, it is possible for you to keep a watchful eye on both sides and all four comers of your car, thus adding to your highway safety. Part numbers involved are as follows: Ford, CSAZ 17696-F; Fairlane-Falcon, C1SZ 17696-B; Mustang, C3RZ 17696-A.

If you're tired of huffing and puffing to blow up air mattresses and other inflatable outdoor equipment, a little 12-volt electric air pump is waiting to take over for you. It draws no more current than the car radio and can inflate a mattress in a matter of seconds. The pump shuts off automatically when proper pressure is reached. It has sealed bearings, nylon pistons, and never needs oiling. It weighs 2¼ pounds. Write Gloy's Incorporated, 11 Addison Street, Larchmont, New York.



Stereosonic Tape System provides music

Your car becomes an entertainment-center-on-wheels with concert-hall realism with the Ford Stereosonic Tape System. The unit is mounted beneath the instrument panel and has a slot to accept a tape cartridge available at music stores. The music is brought to you in ultra-high fidelity through a four-speaker system. The tape plays for an extended period without changing. See your Ford dealer about the Stereosonic Tape system, and the models on which it can be used. Long, uninterrupted stretches of freeway can become tiresome and a strain. A good relaxer from this is



Turn indicator lights to alert you



Righthand mirror for better vision



Electric air pump is perfect to blow up air mattress or other inflatable equipment.

1965

the Ford Automatic Speed Control which holds the car at a predetermined rate of speed. Select your speed, accelerate to that speed, and then take your foot off the accelerator, and the car maintains the rate until the control is disengaged by applying brakes or operating a release button. This convenient new accessory is available from your local Ford dealer—ask for part number C6AZ 9A818-A.



Falcon Club Wagon is converted using a set of do-it-yourself plans.

An inexpensive but much appreciated gift for the do-it-yourselfer is a set of plans for converting a Falcon Club Wagon or Econoline Window Van into a camper unit, including storage, seating, eating, and sleeping facilities. The plans include a bill of materials, assembly drawings, pictures of the unit, and a complete step-by-step list of instructions. This design is for sleeping a family of six. Full information can be obtained from Dot Campers, P. O. Box 67, Saugus, California.

Another inexpensive car or truck accessory is the Car Hop, a holder for cans, bottles, paper cups, or baby bottles that is formed to fit over the inner window ledge between the window and the sill. Foam-rubber coaster inserts prevent dripping. A wire ring holds the receptacle in place, and the unit folds flat. Another model is designed to fit under moldings. For additional information write to Aladdin Laboratories, Inc., 620 South Eighth Street, Minneapolis, Minnesota.

Looking for an interesting but inexpensive Christmas gift that is suitable for any number of people on your list? Then why not consider The New Ford Treasury of Favorite Recipes from Famous Restaurants. This attractive cookbook is an excellent guide both for the woman who cooks and the man who travels (or just the reverse). It features the best recipes from some of the country's finest restaurants, with 800 dining establishments listed by region and state for your guidance while you travel. The book is priced at only \$1.95.



Ford Automatic Speed Control holds care at predetermined speed.



Car Hop holds cans, bottles, paper cups

1965

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 Contact rgerdes4@cox.net for details

GATEWAY CHAPTER — ST. LOUIS, MISSOURI

Karen Albert
 314-596-8773
 kalbert2440@hotmail.com
 Meet fourth Sunday monthly

LAKE MICHIGAN CHAPTER

Tom Washburn
 16675 Orchard Valley Dr.
 Gurnee, IL 60031
 847-244-4821
 falcontom@hotmail.com
 Meeting TBA

METRO DETROIT FALCON CLUB CHAPTER

Jerry Richards
 535 Indianwood Rd.
 Lake Orion, MI 48362
 248-770-5697
 richardsgw@aol.com
 Meet bi-monthly at Archie's Restaurant, 30471 Plymouth Rd,
 Livonia, MI. 48150. Meeting on the first Sunday of each month
 starting in February.

MID AMERICA CHAPTER — KANSAS CITY

Mark Killian
 913-782-1222 Cell: 816-898-1846
 markandmarilyn@embargmail.com
 Meet monthly, location and time posted on Facebook page:
 Mid America Chapter Falcon Club of America

RAPTOR CHAPTER

Charles T. Mann
 P. O. Box One,
 Princeton, IL 61356
 815-200-6948
 falcon1965@gmail.com
 Meeting TBA

WHEAT STATE CHAPTER — WICHITA, KANSAS

Steve Preston
 wheatstatefalcons.
 president@gmail.com
 Meet second Saturday, even months

NORTH EASTERN REGION

REGIONAL DIRECTOR

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3955 Tolbert Rd.,
Trenton, OH 45067
513-312-8799
falconwagon62@yahoo.com

ERIE CANAL CHAPTER — AURORA, NEW YORK

Mike Barren
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Cowlesville, NY 14037
585-652-5985
Meetings TBA

HOOSIER CHAPTER — GREENWOOD, INDIANA

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2112 Wood Stream Dr.,
Avon, IN 46123
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dpbranco@aol.com
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Indianapolis, 317-418-8301

KEYSTONE CHAPTER CARLISLE, PENNSYLVANIA

Jim Ogram
906 Stargazers Road
Coatesville, PA 19320
Keystone@FordFalcon.org.
For meeting information, visit our home page at
[https:// FordFalcon.org/](https://FordFalcon.org/)

NORTHEAST CHAPTER RI, CT, MA, VT, NH, ME

Rick Bowes
245 S. Main St.,
Coventry, RI 02816
401-823-1059
falconsprint@aol.com
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Check website for location and time.

OHIO VALLEY CHAPTER LOVELAND, OHIO

Jerry York
2064 Tulip Rd.
Loveland, OH
513-503-0029
jyork@fuse.net
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ONTARIO CHAPTER ONTARIO, CANADA

Al Inglis, 44 Farnsworth Dr.
Toronto, Ontario, Canada M9N 2Z7
1-416-580-8234
al.inglis@sympatico.ca
Meetings TBA

PACIFIC REGION

REGIONAL DIRECTOR OPEN

Interim Contact:
CHAPTER COORDINATOR
423-243-3525
marywag@epbfi.com

CENTRAL CALIFORNIA FALCONS BAKERSFIELD, CALIFORNIA

Marcia Simpson
5304 Southshore Drive
Bakersfield, CA 93312
661-619-0677 / 661-587-8539
marcia.simpson@att.net
Meet first Tuesday of the month.
Call for location.

COLUMBIA RIVER CHAPTER

Allen Shade
157 Aiki Road
Woodland, WA 98674
360-225-7403
falconcomet@cni.net
Meet first Thursday monthly, 7:30 PM, Mar–Nov
Benny's Rod & Custom Pizza Café
4219 NE St. Johns Rd., Vancouver, WA

GOLDEN GATE CHAPTER BAY AREA, CALIFORNIA

Ralph Garcia
Redwood City, CA
650-368-2841 / 650-281-3697
ralphsvacs@gmail.com
Meet second Saturday of odd months

INLAND NORTHWEST CHAPTER ELLENSBURG, WASHINGTON

Scott Zimmerman
1010 Saddlerock Dr.
Ellensburg, WA 98926
509-929-3790
gitanesteel@yahoo.com
Meet second Tuesday of even months

MONTEREY BAY CHAPTER MONTEREY BAY, CALIFORNIA

Taj Dufour
120 Via Vinca
Santa Cruz, CA 98060
831-332-9699
Meet second Saturday even months (Feb., April,
June, Aug., Oct., Dec.). For meeting time and
location, email montereybayfalcons@gmail.com.
Please see Facebook page, Monterey Bay
Falcons, for additional information.

RAINIER FALCONS CHAPTER SEATTLE, WASHINGTON

Roger Moore
5523 South Avon Street
Seattle, WA 98178
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rainierfalcons63@gmail.com
Meetings: third Wednesday; bimonthly
Jan–Nov. Go to rainierfalcons.com for
more information.

RIVER CITY FALCONS SACRAMENTO, CALIFORNIA

Chapter is currently inactive

SONOMA COUNTY FALCONS FOR FUN CHAPTER SANTA ROSA, CALIFORNIA

Paula Johnson
2306 Bellam Court
Santa Rosa, CA 95401
707-799-7795; westcoastfalcons.com
Meet first Thursday monthly; 7 PM;
Round Table Pizza, 2065 Occidental Rd.
Santa Rosa, CA 95401

SOUTHERN CALIFORNIA CHAPTER

Patrick Hall
6331 Marsha Avenue
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805-583-4403
socalfalcons@socalfalcons.com
Meet second Sunday, even numbered months,
Hill Street Cafe, 3301 N. Glenoaks Blvd.
Burbank, CA 91504

SOUTH CENTRAL REGION

REGIONAL DIRECTOR

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FOUNDERS CHAPTER CABOT, ARKANSAS

Mark Sword, Jr.
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MUSIC CITY CHAPTER, TENNESSEE

Bruce Stewart
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Meetings TBA

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SOUTHEAST CHAPTER, GEORGIA

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SUNCOAST CHAPTER, FLORIDA

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Meet monthly. Call for details.

STAR CITY CHAPTER VIRGINIA

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vwilkerson888@aol.com
Meetings TBA

TENNESSEE VALLEY FALCONS CHAPTER

Lewis Capehart
170 Westbrook Circle
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423-716-5647
falconbuff@charter.net
Meet monthly April-November; call for details

VIRGINIA FALCONS CHAPTER MIDLOTHIAN, VIRGINIA

Lee Harrison
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804-561-0495
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See website for locations.

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CAPITAL CITY CHAPTER AUSTIN, TEXAS

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Meet third Saturday monthly; time and location vary.
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Wally Tirado
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Meet second Saturdays, even months only.

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Sam Broadway
903-715-2597
Meet third Saturday of even months
at a place to be determined.

SOONER STATE CHAPTER OKLAHOMA CITY, OK

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Meet third Saturday monthly.
Call for information.

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405-789-6592
(no email)

TECH EDITOR

Dick Harrington
rharrington2@stny.rr.com

FALCONS FOR SALE



1965 Futura Hardtop Restomod, professionally built 289 with forged pistons, big valve heads, Erson cam, F4B intake, Holley Street Dominator carb, Hedman tri-Ys, 2.5 inch exhaust. Performance Automatic AOD, eight-inch T-lok 3.80 geared rear. Shelby-ized suspension with lowered A-arms, 370 lb/in front springs, reinforced upper and lower arms, Borgeson integral PS. 22 gal gas tank AND much more! \$20,000. Mike Garrett, msgarrett35@msn.com, 301-803-0433. 220212



1965 Ranchero, Arizona truck. No rust, 289, Pertronix Dist., rebuilt C4, B&M shifter, new tires and battery, gas

tank and heater rebuilt. Not installed, Wilwood Disc brake kit, Dual master cylinder, all window seals, felts. Have side trim, original bench seat, extra tailgate. Needs paint. \$11,000 Bernie, 708-254-4492. IL. 220104



1960 Fordor Sedan with 19,750 actual miles! ALL ORIGINAL (still has luggage protectors in trunk!) Arizona car until 2020. Rust free three-owner car with 144 cubic inch, three-speed manual. View commercial at <https://youtube/rye3-2DjIDY>. This car is a true time capsule in every respect. \$12,000 OBO. Bryce, 918-688-9178. 220210



1964 Falcon Sprint Convertible, four-speed manual with 289 CID, four-barrel Holly. Completely restored, runs great, no ps, pb, pw—just like it was in 1964! \$40,000. Roger Michaud, 207-944-1777. FL. 220299

PARTS FOR SALE

ALL NOS C0DZ-3047-A, upper control arm shaft kit, \$65. C0DZ-3350-B, steering arm and bushing \$95. C0DZ-3049-A, upper ball joint spindle support \$65. C0DZ-2128-A, wheel cylinder repair kit, \$5. C0DF-13304-A, turn signal plate, \$30. C0DZ-1126-B, rear brake drum \$130. Much more. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO. 220221

Available Soon: 1960–65 Ranchero front bed panel repair section. Parting '60-'65 Falcons, 14-year collection! Good sheet metal, lots of trim, mechanical parts, etc. Call Steve, 360-430-0143. Thx for driving a Falcon! WA. 220220

Four 1963 Sprint 13" wire hubcaps, very good driver quality. \$100 set of four. Jim, 763-559-6380. Minneapolis, MN area. 220216



1963 Falcon grille, 98% refurbished and polished to new. No breaks or re-welding done. Satisfaction to next owner. \$850. Tony Getsinger, Anderson, SC, 864-934-4471. 220299

1960 NOS Falcon grille, \$199. 1964 NOS Falcon grilles and headlight assembly, \$1,999. 1964 NOS headlight assembly, \$300 pair. 1965 NOS headlight assembly, \$300 pair. 1964 NOS Falcon back-up lamp kit, part #C4DZ-15499-B2, \$359. NOS Falcon 1965 back-up lamp kit, part #C5DZ-15499-A, hardtop/sedan, \$359. 1964 NOS Falcon lens, part #C4DZ-13450-A2, \$199. 1964 NOS Falcon lens, no-back-up, \$125. 1965 NOS Falcon lens, no-back-up, \$125. NOS 1963–65 Falcon Sprint and Cobra California air cleaner, with PVC tube on the top, \$399. 1963–65 Falcon Sprint air cleaner, \$135. 1963–64 Falcon/Comet T-10 four-speed, \$695. 1963–64 Falcon/Comet five-bolt bellhousing, \$150. 1965 Falcon/Comet six-bolt bellhousing, \$150. 1965–66 Mustang T-10 tail shaft, \$125. New 1965 Falcon/Comet six-cylinder brake drums, hubs, spindles, front outer wheel bearings, front inner wheel bearings, front wheel studs, \$400. 1963–65 Falcon/Comet, top loader shifter box, with linkage, \$450. 1963–65 Falcon/Comet four-speed tunnel, black powder coated with top plate, \$399. 1963/1964 generator bracket, \$100. 1965 NOS Falcon Ranchero/Wagon gas cap, \$139. 1963–65 Falcon/Comet six-cylinder valve cover, black wrinkle powder coated, \$125. 1963–65 Falcon/Comet air cleaner, black wrinkle powder coated, \$55. 1962/1963 Falcon/Comet stainless steel dash pad trim, \$125. 1964–65 Falcon/Comet stainless steel dash pad trim, \$125. 1964–65 Falcon/Comet AAC new gold carpet, front and rear, \$120. 1963 Falcon spears, driver condition, \$100. Rare Valvoline bench mat, with a 1965 Falcon Ranchero monster truck on it, 20"x17", \$155. 1964–65 Falcon/Comet console bracket (reproduction), \$125. 1963–65 Falcon/Comet stainless steel V8 motor mount heat shields, (reproduction), \$35. 1963/1964/1965 Falcon/Comet four-speed shifter tunnel top ring, (reproduction), \$45. 1964–65 Passenger side front fender, \$145. 1964–65 front and rear bumpers, \$165 each, 1964–65 Falcon/Comet console, new reproduction top, all trim, \$899. 1964–65 Falcon front fender, passenger side, \$199. 1963 Falcon front fender, driver side, \$199.

Tri Y headers, ceramic coated, 260/289/302, new, \$599. Hooker headers, pro comp, ceramic coated, 260/289/302, new, \$599. 1964–65 Fiberglass front bumper new, \$225. NOS 14" Spinner hub cap, \$150. Big block 3x2 set up, intake, carbs, linkage, air cleaner, filter, and more, \$2,500. Ford big block 2x4 set up, intake, carbs, linkage, air cleaner, filter, \$3,500. Ford small block 2x4 set up, intake, carbs, linkage, air cleaner, filter, \$2,500. Carroll Shelby collection for sale, patches, signed posters, more items, more NOS, used and Dennis Carpenter Reproduction parts available. Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. 220229

1960–65 Falcon parts for sale, including fenders, hoods, chrome, doors and plenty of other parts. I also have a very nice grille for Mercury Caliente and nice tailgate for Comet station wagon with 4½ inch extra-wide chrome with "Comet" letters on it. Bob, 806-683-3550. TX. 220299

1962–69 trunk locks with key(s), excellent to driver chrome, Two '64 sets keyed for your glove box lock as well, \$95–150 each, ready to install. Good used door locks, all metal w/new keys '60–63 sedans/Ranchero/wagons, \$60 a pair; \$80 with ignition tumbler, three locks, \$120 w/glove box lock plus bezel, total four-lock set. 1963 convertible /hardtop door locks with linkage, cvt/htp only, \$150 for the pair. '60–61 Comet 13" full wheel covers, two sets, one very nice, one needs some work, \$40–\$80 per set of four; Two to three sets of Deluxe/Squire full wheelcovers, from good driver quality to NOS, \$60–250 per set of four depending on condition. '63 Futura 13" hubcaps, amateur re-paint, but nice color and good driver quality, \$75, set of four five-bolt 13" wheels, \$75 each, set of five for \$325; 13" four-lug wheels, \$25 each, or \$110 for a set of five. 14" four-bolt wheels, \$75 each, or set of five for \$325. 13" wire spinner hubcaps #1 excellent, #4 driver condition, \$110–550 per set. Six-cylinder dipsticks, \$20

each; 1963 Sprint /Futura side trim: a full set, two arrows, two door strips, two quarter panel strips, Very Good driver quality, \$795. Six pieces, single/pairs of '63 Futura door trim and quarter panel trim, excellent shape, \$100–150; 1963 quarter panel "Falcon" script, NOS and reproduction: \$30–75 each. Dagenham four-speed complete, bellhousing to yoke, w/ shifter, nice handle and floor hump, out of a driver Falcon, works good, very complete, \$850. Pedals, hardware and linkage available for a complete change-over as well. 1966 Ranchero parts: three sets of doors, '66 Ranchero ONLY, \$150–400 each; '66 fenders and tailgates, \$150–500 each, bed trim w/snaps and without out \$395–495 per set complete, '66 Ranchero front/rear bumper cores, \$125 each, also front/rear bumper brackets, \$100 per set. 1966–70 clutch/brake pedal sets, complete, \$200. '66 Ranchero miscellaneous interior trim and badges, \$5–50. Old Fashioned Horsepower, one pair 302 V8 C8OE heads, \$200; one pair 351 C9OE V8 heads, \$350. Six-cylinder exhaust manifolds, good used, correct numbers: C0DE, C1DE, C2 DE, C3DE, \$100 each. 1960–61 grilles, driver quality to NOS \$150–400. Re-manufactured generators for 260 V8, still in their boxes, \$195 each. Good used six-cylinder generators, tested, \$85 each. 1904 model Holley carburetors, correct for 1960–61 144/170 sixes; clean cores for rebuild, \$95 each; 12R model Holley carbs correct for 1962 Falcon 144/170 sixes, re-buildable, \$95 each. Heater boxes, no cracks, \$100. Heater motors, good used, \$50 each, tested and working. Blank shift collars to covert a stick shift to floor shift, \$90 each. (2) 1963 four-speed steering column cover, \$200; Good used 2.77 three-speed transmission, \$200; (two) 3.03 narrow pattern three-speeds, \$175 each. All prices are plus shipping. We have a 30+ year collection of Falcon and Comet parts. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964 or visit us at www.kelloggsgarage.com. CO. 220121

PARTS WANTED

1963 Falcon Delux two-door wagon parts. They must be in excellent condition, either NOS or used: front and rear bumper, grille, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, tailgate, power and or manual tailgate window parts, tailgate springs hinges, etc. Keith Litteken, 6274 Rocky Grove, Cedar Hill, MO. 63016. 314-480-2556 or kslitteken@aol.com. 220221

Falcon 289 HiPo exhaust manifolds, Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. 220229

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UPCOMING EVENTS

April 1–2, 2022

South Central Regional Show

Biloxi, Mississippi

Hosted by the Gulf States Chapter

April 24, 2022

All Falcon Texas Picnic

Georgetown, Texas

July 14–16, 2022

FCA National Meet

Kingsport, Tennessee

Hosted by the Falcon Club of America

August 19–20, 2022

Northeast Regional

Warwick, Rhode Island

Hosted by the Northeast Chapter

More to come...

If you'd like for your event to be included in our Calendar of Events and on the FCA website, please send your upcoming FCA event's date and location information to editor@falconclub.com and admin@falconclub.com.



FALCON CLUB OF AMERICA

South Central Regional Show



Hosted by the Gulf States Chapter

April 1-2, 2022

REGISTRATION FORM

Name _____ Spouse/Guest _____

Address _____ City _____ State _____ Zip _____

(____) _____ Phone _____ e-mail _____ FCA # _____ Chapter (if applicable) _____

YEAR _____ MODEL _____ BODY STYLE _____ CATEGORY _____

Stock, Modified, Lite Modified, Diamond In The Rough, Oldest Falcon, Longest Distance, and Ladies choice

	<u>MAILED</u> <u>PRIOR</u> 3/18/21	<u>ON SITE</u> <u>AFTER</u> 3/18/21	QTY	REMITTANCE
FIRST VEHICLE	\$40	\$45	_____	\$ _____
ADDITIONAL VEHICLE	\$20	\$25	_____	\$ _____
SHOW T-SHIRT	\$20		S ___ M ___ L ___ XL ___	\$ _____
SHOW T-SHIRT	\$22		XXL ___ XXXL ___	\$ _____

Make check payable to: **Misty Sigler** **TOTAL \$** _____

Mail registration to:
Gulf States Chapter FCA
14475 S Big Hill Road
Gulfport, MS 39503
C/O Misty Sigler

More information:
Mike Sigler (228) 596-9158
Shaun Small (251) 581-3810

Liability release must be signed to complete registration: It is understood that the Falcon Club of America and the Gulf States Chapter of the Falcon Club of America assume no responsibility for loss or damage of car or property during this event.

Signature _____ Date _____

Hotel Information:

Hilton Garden Inn, 648 Beach Blvd, Biloxi, MS 39530: Rates are \$169.00/night for a double queen or a single king room. These rates are available Thursday night 3/31/22 through Sunday night 4/3/22 by mentioning the group name "FALCON" when making your reservation- 228-325-2900. Reservations must be made by 2/28/22 to get the group rate.

Show Information:

Beauvoir- Jefferson Davis Home, 2244 Beach Blvd, Biloxi, MS 39531.

If you're bringing a trailer, we will have trailer parking available at Beauvoir starting on Thursday 3/31/22.

Please indicate if you will need trailer parking: Yes _____ No _____

**Northeast Chapter
Falcon CLUB OF AMERICA**

**PRESENTS THE 23rd ANNUAL
REGIONAL FALCON MEET**

*August 19 & 20, 2022 at the Crowne Plaza Hotel
801 Greenwich Ave., Warwick, RI 02886*

Meet and Banquet Registration Form

Name: _____ Spouse/Guest: _____

Address: _____ City: _____

State: _____ Zip: _____ Phone: (____) _____

Falcon Registration Information

Vehicle Year: _____ Model: _____ Body Style: _____

Color: _____ Engine: _____ Stock: _____ Lt. Mod. _____ Modified _____

Falcon Registration Fee: \$20.00

1 @ \$ _____

or Special Daily Driver Class: \$15.00

1 @ \$ _____

Banquet: Saturday August 20, 2022 at 6:00 pm _____ @ \$40.00 \$ _____.

Stuffed Boneless Chicken Breast # _____ Baked Scrod # _____

VENDOR SPACE FEE: \$20.00

1 @ \$ _____

T-Shirts: Sm. _____ Med. _____ Lg. _____ X-Lg. _____ XX-Lg. _____

Sm., Med., Lg., X-Lg., \$20.00 each XX-Lg. \$22.00 each \$ _____

Total Falcon Registration, T-shirts & Banquet Amount: \$ _____

*For Hotel registrations call the Crowne Plaza Hotel at 401-732-6000 Group Code **FAL**
Room rates are \$135.00 plus tax per night guaranteed until July 19, 2022
You must mention Falcon Club Show when making your reservations.*

*Send this form and remittance payable to: **Northeast Chapter FCA,**
c/o Cristine Bowes, 552 Franklin Road, Coventry, RI 02816*

For more information, contact Cristine Bowes at (401) 529-2622 or falconsprint@aol.com

WAIVER OF LIABILITY

I agree not to hold the Northeast Chapter, the Falcon Club of America, or the Crowne Plaza Hotel responsible for losses, damages, or injuries while at this Convention.

Print Name

Sign Name